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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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1. The installation, which had an air force testing station, a large airfield with all equipment, and an officers' dwelling settlement under construction, extended on both sides of the high-speed railroad line from Shchelkovo (38°0' E/55°55' N) to Monino (38°11' E/55°51' N), via Chkalovskaya (38°3' E/55°54' N).
2. For location and details see Annex.
3. Since June 1949 construction work has been done on:
 - a. Dwelling houses for officers and civilians.
 - b. A new hangar.
 - c. Runways.
4. The most important objects of the testing station which were seen:
 - a. The institute.
 - b. Workshops and billets of the institute
 - c. Hangars and runways
 - d. Radio installation
 - e. Officers' settlement
 - f. Settlement for civilians.
5. The institute, about 1,200 meters southwest of the small Chkalovskaya railroad station, was a four-story, multi-winged building with

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a 300-meter main front. On the roof of the northern wing was an observation tower which, at flight practices, was occupied by high ranking officers with radio sets. The north wing was reserved for generals. The secret section of the Institute was allegedly also housed there. On the ground floor of the east section of the southern wing was the "pressure chamber" a "steel chamber in the size of several rooms." All doors leading to the corridor were sealed with string and sealing wax.

6. The workshops and billets of the Institute were also in a four-story, about 300-meter building. Especially important departments were apparently not housed there.
7. Four completed hangars and one under construction were not far from the Institute. The hangars were each about 150x30 meters and the aprons were of concrete. The airfield area extended from the three western hangars toward the southeast as far as Monino. Four runways, seen from a distance, were cut as lanes into the woods and extended in N-S, E-W, SW-NE, and SE-NW directions. Work was still being done on the runways in the Fall of 1949.
8. The radio station of the testing installation was northeast of the railroad line, immediately south of the road to Monino and had:
 - a. A beam transmitter with two 50-meter trellis masts
 - b. A short-wave transmitter with a 55-meter mast.
 - c. A medium wave transmitter with a 110-meter mast
 - d. A small and a larger cabin.

part of the installation was allegedly dismantled in Kaliningrad.

9. The officers' settlement north of the railroad line and road consisted of 10 four-story buildings, each 60x80x12 meters. The settlement for civilians west of it was smaller and consisted of concrete houses.
10. Most of the technical equipment and installations came from the former largest German Air Force testing installation near Berlin. There were also some instruments with English inscriptions.

a concentric shaft, about 65 cm long, was supported at a 50-cm length by a bearing protruding beyond the large engine. Work pieces (?), supported by a particularly constructed apparatus, were stuck into the hollow shaft. The supporting device had a number of jaws and levers, obviously to make it serviceable for many purposes. The individual engine unit was fitted on a steel frame installed in a concrete footing. The bearing of the shaft into which the bolt (work piece?) was stuck was 15 cm in diameter. According to another version, the bolt stuck into the shaft was a sort of clutch for a "regulator", to be installed into a plane.

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11. The following aircraft were available:

- a. Many single-engine fighters
 - b. Several twin-engine aircraft
 - c. About six jet fighters with one jet power plant and two jet engines with the jet power plants each.
 - d. An aircraft type with double radar assembly and double fuselage similar to the "lightning".
 - e. Several cargo gliders, helicopters and many biplanes.
- On Soviet Air Force Day, 33 four-engine bombers similar to the Flying Fortress took off from the field.

12. Flying activity: Varied in its intensity. Apparently test flights. Day and night flying with the boundary and obstacle lights on. Parachute jumps by eight to nine men from twin-engine planes, with double parachutes. The large parachute was opened only some 100 meters above the ground. The parachutists coming down in the shortest time were awarded a prize.

13. Occupation by officers: About 500 officers were counted at an officers' assembly in the motion picture theater in the officers' settlement. Eight hundred more officers were allegedly quartered in the environs of the field.

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c. The installations were equipped with machinery dismantled from the German Adlershof Air Force Testing Installation or the Rechlin Testing Station.

d. The installation described in para 1c may be a testing stand for torsional oscillations.

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The type mentioned in para 1ld may be the double fuselage reconnaissance aircraft of Soviet make, 1948 model.

f. The new tactic in faster parachuting by opening the second parachute only shortly above the ground may have been generally introduced in the training of paratroopers since at least 1949.

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1 Annex: Moscow-Chkalovskaya Airfield.

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Legend to Annex

- 1 Hangar under construction
- 2 hangars
- 3 Fuel dump
- 4 Workshops and billets
- 5 Institute
- 6 Drilling hall
- 7 Stadium
- 8 Dwelling settlement for civilians employed with the air force
- 9 Generals' building
- 10 Officers' billets
- 11 Motion picture theater
- 12 Transformer
- 13 Settlement for German technicians and specialists of the Shchelkovo Radio Tube plant, about 5 km from the field
- 14 Radio station
- 15 Monino subway terminus, about 15 km off
- 16 Four runways in double-cross shape cut into the woods as lanes
- 17 Small village

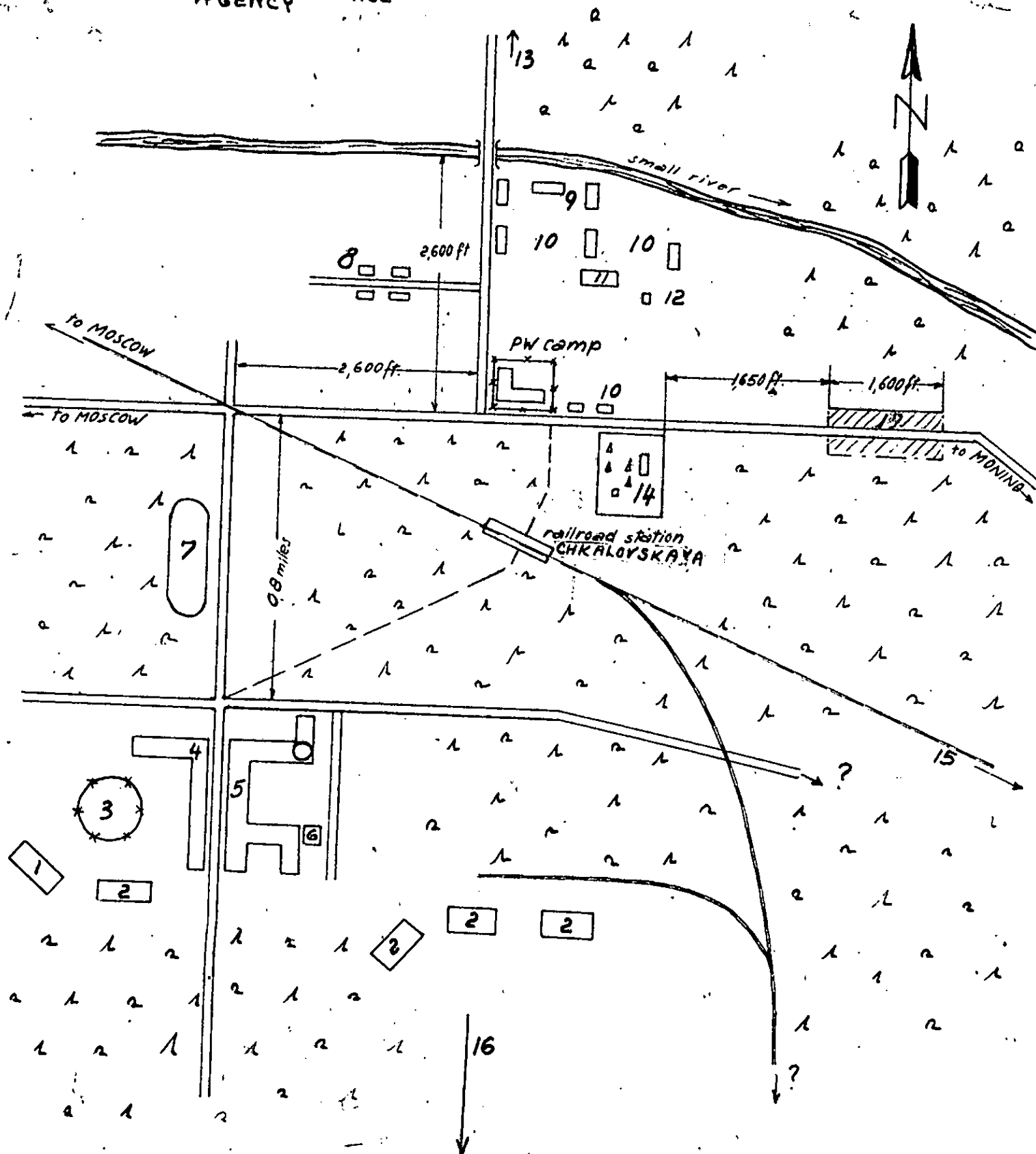
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MOSCOW-CHKALOVSKAYA Airfield

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Legend: See report

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